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THE WEEKLY OF
BUSINESS AVIATION™

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GATES LEARJET officials say they have orders and deposits in hand for all planned production units of the new Model 31 Learjet in 1988. In formally announcing the new aircraft last fall (BA, Oct. 5/106), the company said it planned to build 24 aircraft this year, including eight Model 31s, with the remainder split between Model 35s and 55s.

NEXT MONDAY, Jan. 25, is the last day on which Part 135 operators can apply for extended time to install fire-blocking materials in their aircraft. If operators do not seek an extension, the fire-blocking materials must be installed by Feb. 24, according to the provisions of SFAR 52 (BA, Dec. 21/193). National Air Transportation Association is continuing its efforts to convince the Transportation Department to grant substantive relief beyond the Feb. 24 deadline and is prepared to file suit in the U.S. Court of Appeals if such relief is not forthcoming.

AIR TAXI operators were involved in 98 accidents last year, the lowest annual total for that segment of the industry and the first time that the number of accidents has been less than 100.

FAIRCHILD Aircraft Corp., which is going into 1988 with an order backlog of approximately 40 aircraft, will boost production for the year to 42-45 units or 3.5 aircraft per month. Fairchild delivered 39 aircraft last year.

GENERAL AVIATION IMPROVES SAFETY RECORD FOR FIFTH STRAIGHT YEAR

General aviation recorded its safest year ever in 1987 and the fifth consecutive year of improved safety statistics, but commuter and regional airlines had more accidents, more fatal accidents and more fatalities than any year since 1980, according to figures released last week by the National Transportation Safety Board (BA, Jan. 11/9).

General aviation reported record lows in all categories of accidents in 1987. There were 2,420 total accidents, of which 426 were fatal accidents that resulted in the deaths of 788 persons. That compares with 2,581 accidents, 469 fatal accidents and 955 fatalities in 1986. In addition, because FAA's estimate of the number of GA flying hours last year was marginally higher than 1986, the lower number of accidents resulted in significantly lower accident rates. There were 8.25 accidents and 1.45 fatal accidents per 100,000 aircraft hours flown last year, compared to 8.80 accidents and 1.60 fatal accidents per 100,000 hours in 1986 (see charts on the backs of Pages 18-20).

Nonscheduled commercial operations under Part 135 (on-demand air taxis) recorded a more modest improvement in safety statistics last year. Air taxi operators were involved in 98 accidents, including 31 fatal accidents that resulted in 68 deaths. That compares with 117 total accidents, including 32 fatal mishaps that claimed 67 lives in 1986. Air taxi accident rate and fatal accident rate were 3.38 and 1.07 per 100,000 aircraft hours last year, which compares with rates of 4.02 and 3.38 in 1986.

Commuter/regional airlines recorded their worst safety record of the 1980s with a total of 35 accidents, 10 of which involved fatalities and resulted in the deaths of 58 persons. In 1986 the Part 135 scheduled operators had 15 total accidents and only two fatal accidents that resulted in four deaths. The fatalities include two persons in a general aviation aircraft who collided with a Sky West Metro last Jan. 15 near Kearns, Utah (BA, Jan. 19, 1987/22).

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ACCIDENTS, FATALITIES, AND RATES–U.S. GENERAL AVIATION
1977-1987

Year	Accidents		Fatalities		Aircraft Hours Flown#	Accident Rates@ Per 100,000 Aircraft Hours	
	Total	Fatal	Total	Aboard		Total	Fatal
1977	4079	661	1276	1265	31,578,000	12.91	2.09
1978	4216	719	1556	1398	34,887,000	12.08	2.06
1979	3818	631	1221	1203	38,641,000	9.88	1.63
1980	3590	618	1239	1230	36,402,000	9.86	1.69
1981	3500	654	1282	1261	36,803,000	9.51	1.78
1982	3233	591	1187	1171	32,095,000	10.06	1.84
1983	3075	555	1064	1057	31,048,000	9.90	1.79
1984	3010	543	1039	1018	31,510,000	9.54	1.72
1985	2741	498	952	941	30,590,000	8.95	1.62
1986	2581	469	955	868	29,318,000	8.80	1.60
1987P	2420	426	788		29,320,000	8.25	1.45

P Preliminary data.

Source of estimate: FAA.

* All operations other than those conducted under 14 CFR 121 or 14 CFR 135.

@ Suicide and sabotage accidents excluded from rates as follows:
Total - 1977 (1), 1978 (2), 1980 (1), 1982 (3), 1983 (1), 1984 (3), 1985 (3)
Fatal - 1977 (1), 1978 (2), 1980 (1), 1984 (2), 1985 (2)

NTSB Chart

ACCIDENTS, FATALITIES, AND RATES--ON-DEMAND AIR TAXIS
1977-1987

Year	Accidents		Fatalities		Aircraft Hours Flown#	Accident Rates Per 100,000 Aircraft Hours	
	Total	Fatal	Total	Aboard		Total	Fatal
1977	158	31	118	115	3,304,220	4.78	0.94
1978	198	54	155	152	3,545,753	5.58	1.52
1979	160	30	77	73	3,684,321	4.34	0.81
1980	171	46	105	101	3,617,724	4.73	1.27
1981	157	40	94	92	2,895,827	5.42	1.38
1982	132	31	72	72	3,256,763	4.05	0.95
1983	140	27	62	57	2,574,883	5.44	1.05
1984	146	23	52	52	3,079,007	4.74	0.75
1985	152	35	76	75	2,782,696	5.46	1.26
1986	117	32	67	63	2,913,358	4.02	1.10
1987P	98	31	68		2,900,000	3.38	1.07

P Preliminary data.

Source of estimate: FAA.

NTSB Chart

ACCIDENTS, FATALITIES, AND RATES–COMMUTER AIR CARRIERS
1977-1987

	Accidents		Fatalities					Accident Rates					
								Per Million Aircraft Miles		Per 100,000 Aircraft Hours		Per 100,000 Departures	
Year	Total	Fatal	Total	Aboard	Aircraft Miles Flown#	Aircraft Hours Flown#	Departures#	Total	Fatal	Total	Fatal	Total	Fatal
1977	44	9	32	32	201,282,211	1,150,250	1,740,502	0.22	0.04	3.83	0.78	2.53	0.52
1978	61	14	48	48	226,186,596	1,302,136	1,995,728	0.27	0.06	4.68	1.08	3.06	0.70
1979	52	15	66	66	192,492,929	1,169,921	1,883,705	0.27	0.08	4.44	1.28	2.76	0.80
1980	38	8	37	37	192,200,134	1,175,588	1,776,999	0.20	0.04	3.23	0.68	2.14	0.45
1981	31	9	34	32	193,000,863	1,240,764	1,835,144	0.16	0.05	2.50	0.73	1.69	0.49
1982	26	5	14	14	222,355,330	1,299,748	2,026,691	0.12	0.02	2.00	0.38	1.28	0.25
1983	18	2	11	10	253,572,010	1,510,908	2,328,430	0.07	0.01	1.19	0.13	0.77	0.09
1984	22	7	48	46	291,459,640	1,745,762	2,676,590	0.08	0.02	1.26	0.40	0.82	0.26
1985	21	7	37	36	300,816,953	1,737,106	2,561,463	0.07	0.02	1.21	0.40	0.82	0.27
1986	15	2	4	4	254,094,305	1,411,017	2,355,412	0.06	0.01	1.06	0.14	0.64	0.08
1987P	35	10	58	55	263,000,000	1,462,000	2,447,000	0.13	0.04	2.39	0.68	1.43	0.41

P Preliminary data.

\# Source of estimate: FAA.

\+ Rates are based on all accidents including some involving operators not reporting traffic data to RSPA.

* Includes accidents involving all-cargo air carriers when those accidents occurred during scheduled 14 CFR 135 operations. All-cargo air carriers no longer meet the RSPA definition for "Commuters". May also include accidents involving carriers whose FAA operating specifications permit scheduled revenue operations under 14 CFR 135, but who have not received a RSPA fitness determination.

NTSB Chart

BUSINESS/PERSONAL AIRCRAFT INDUSTRY — FOURTH QUARTER UNIT SHIPMENTS

		4th Quarter 87	Cal. Year
AEROSPATIALE GENERAL AVIATION			
• Single-Engine			
TB-9	Tampico	*	6
TB-10	Tobago	*	25
TB-20	Trinidad	*	30
TB-21	Trinidad TC	*	3
R235		*	0
TOTAL		*	64
BEECH AIRCRAFT CORP.			
• Single-Engine			
BE-C23	Sundowner	0	0
BE-C24R	Sierra	0	0
BE-F33A	Bonanza	31	104
BE-F33C	Bonanza	0	1
BE-A36	Bonanza	14	49
BE-36TC	Bonanza	4	11
• Multi-Engine			
BE-58	Baron	12	25
BE-58P	Baron	0	1
BE-76	Duchess	1	4
BE-C99	Airliner	0	0
BE-C90-1	King Air	10	20
BE-F90-1	King Air	0	1
BE-200	Super King Air	7	30
BE-200C	Super King Air	1	2
BE-300	Super King Air	10	37
BE-200T	Super King Air	0	0
BE-1900C	Commuter	6	15
Beechjet 400		3	14
Diamond IA		0	0
TOTAL		99	314
Manufacturers net billing — $96,610,000			
BRITISH AEROSPACE			
• Multi-Engine			
BAe	Jetstream 31	14	54
BAe 146		*	15
HS-125	Model A	8	19
HS-125	Model B	5	12
TOTAL		27	100
PILATUS BRITTEN-NORMAN			
• Multi-Engine			
BN-2B	Islander	4	4
BN-2T	Islander	3	20
Mark III	Trislander	3	5
TOTAL		10	29
CANADAIR			
• Multi-Engine			
CL-600	Challenger	*	0
CL-601	Challenger	*	13
TOTAL		*	13
CESSNA AIRCRAFT COMPANY			
• Single-Engine			
CE-152		0	0
CE-172	Skyhawk	0	1
CE-172RG	Cutlass	0	0
CE-182	Skylane	0	0
CE-182	Turbo Skylane	0	0
CE-182RG	Skylane RG	0	0
CE-182RG	Turbo Skylane RG	0	0
CE-U206	Stationair 6	0	1
CE-TU206	Turbo Stationair 6	0	1
CE-208	Caravan I	27	77
CE-210	Centurion	0	3
CE-T210	Turbo Centurion	0	0
CE-P210	Pressurized Centurion	0	0
• Multi-Engine			
CE-303	Crusader	0	0
CE-402		0	0
CE-414	Chancellor	0	0
CE-421	Golden Eagle	0	0
CE-425	Conquest I	0	6
CE-441	Conquest II	1	7
CE-550	Citation I	0	0
CE-550	Citation II	5	14
CE-S550	Citation S/II	6	22
CE-650	Citation III	5	26
REIMS AVIATION			
o Single-Engine			
CE-F152		0	18
CE-F172	Skyhawk	0	0
o Multi-Engine			
CE-406	Caravan II	4	11
TOTAL		48	187
Manufacturers net billing — $88,775,000			
AVION-MARCEL DASSAULT			
• Multi-Engine			
AD-My.10	Falcon	2	5
AD-My.20	Falcon	2	2
AD-My.200	Falcon	1	4
AD-My.50	Falcon	2	8
AD-My.900	Falcon	11	30
TOTAL		18	49
De HAVILLAND AIRCRAFT OF CANADA			
• Multi-Engine			
DHC-5	Buffalo	0	0
DHC-6	Twin Otter	0	1
DHC-7		0	1
DHC-8		4	28
TOTAL		4	30
EMBRAER			
• Single-Engine			
EMB-210	Ipanema	13	53
EMB-711	Corisco	3	4
EMB-712	Tupi	0	2
EMB-720	Minuano	3	9
• Multi-Engine			
EMB-110	Bandeirante	0	7
EMB-120	Brasilia	9	32
EMB-121	Xingu	0	2
EMB-810D	Seneca II	7	29
EMB-820		1	2
EMB-821	Carajah	1	6
TOTAL		37	146
FAIRCHILD AIRCRAFT CORP.			
• Multi-Engine			
Merlin III-C		0	0
Fairchild 300		0	0
Merlin IV-C		1	1
Metro III		14	38
Expediter		0	0
TOTAL		15	39
Manufacturers net billing — $50,092,000			
GATES LEARJET			
• Multi-Engine			
LR-35A		5	12
LR-36A		0	0
LR-55		1	4
TOTAL		6	16
Manufacturers net billing — $23,121,000			
GULFSTREAM AEROSPACE			
• Multi-Engine			
G-1159A	Gulfstream III	0	4
G-1159C	Gulfstream IV	11	26
TOTAL		11	30
Manufacturers net billing — $161,000,000			
ISRAEL AIRCRAFT INDUSTRIES			
• Multi-Engine			
1124	Westwind 1	*	4
1124A	Westwind 2	*	0
Astra		*	1
TOTAL		*	5
LAKE AIRCRAFT			
• Single-Engine			
LA-4-200EP		7	9
LA-250	Renegade	0	14
TOTAL		7	23
Manufacturers net billing — $1,714,000			

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		4th Quarter 87	Cal. Year
MAULE AIR INC.			
• Single-Engine			
M-5-180C		1	5
M-5-200		0	0
M-5-235C	Lunar Rocket	0	2
M-6-235		1	5
MX-7-180	Super Rocket	4	8
M-7-235	Super Rocket	3	16
MX-7-235		2	18
TOTAL		11	54
Manufacturers net billing – $556,000			
MOONEY AIRCRAFT CORP.			
• Single-Engine			
M-20J	201 Lean Machine	8	34
M-20J	205	11	44
M-20K	252	18	65
TOTAL		37	143
PIPER AIRCRAFT CORP.			
• Single-Engine			
PA-28-161	Warrior	9	30
PA-28-181	Archer II	3	33
PA-28-236	Dakota	0	12
PA-28RT-201T	Turbo Arrow IV	11	38
PA-32-301	Saratoga	7	29
PA-32R-301	Saratoga SP	0	6
PA-32R-301T	Turbo Saratoga SP	0	2
PA-46-310P	Malibu	11	54
• Multi-Engine			
PA-31-350	Chieftain	0	0
PA-31-500	Cheyenne IA	0	1
PA-31-620	Cheyenne IIXL	1	3
PA-34-220T	Seneca III	8	57
PA-42-720	Cheyenne III	0	0
PA-42-720	Cheyenne IIIA	3	12
PA-42-1000	Cheyenne 400LS	2	5
PA-44-180	Seminole	0	0
PA-44-180T	Turbo Seminole	0	0
PA-T1040		0	0
TOTAL		55	282
Manufacturers net billing – $17,647,000			
SHORT BROTHERS LTD.			
• Multi-Engine			
SBJ-CS-7	Skyvan	*	0
SD-3-30		*	0
SD-3-60		*	15
TOTAL		*	15
SINGLE-ENGINE		191	822
MULTI-ENGINE		194	717
GRAND TOTAL		385	1,539

UNIT SHIPMENTS COMPARATIVE TREND: 18 MANUFACTURERS

	4th Quarter			Calendar Year to Date		
	1987	1986	1985	1987	1986	1985
Aerospatiale	*	38	64	64	105	48
Beech	99	118	65	314	304	288
British Aerospace	27	27	31	100	91	85
Britten-Norman	10	2	10	29	8	17
Canadair	*	8	4	13	17	9
Cessna	48	140	153	187	546	859
Dassault	18	9	9	49	25	23
De Havilland	4	20	10	30	46	41
Embraer	37	39	53	146	110	141
Fairchild	15	13	18	39	37	35
Gates	6	8	16	16	20	33
Gulfstream	11	12	10	30	24	53
Israel	*	7	8	5	16	14
Lake	7	8	5	23	26	23
Maule Air	11	21	24	54	65	88
Mooney	37	44	30	143	142	89
Piper	55	*	137	282	326	498
Short	*	12	11	15	26	21
TOTAL	385	526	658	1,539	1,934	2,365

* Figures not available

NOTE

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